

## A. A. A. STRIVES FOR COURTESY AMONG DRIVERS

Feels Minor Accidents Can Be Cut Down by Exercise of Politeness.

Co-operating with the Chicago Automobile Trade Association and the National Automobile Chamber of Commerce, the American Automobile Association is launching a campaign among its members for more courtesy between automobile drivers. The A. A. A. feels that the motorist is already overburdened with multitudinous traffic regulations, many of which it is practically impossible to avoid breaking at times. The association feels that more courtesy among drivers of motor vehicles would tend to eliminate much of this breaking of regulations.

Careful study over a period of years has convinced officials of the A. A. A. that minor accidents are in certain instances unavoidable and it is felt that a little additional courtesy between drivers whose cars are involved in such accidents would go far toward eliminating a large percentage of friction and trouble that now follows such events.

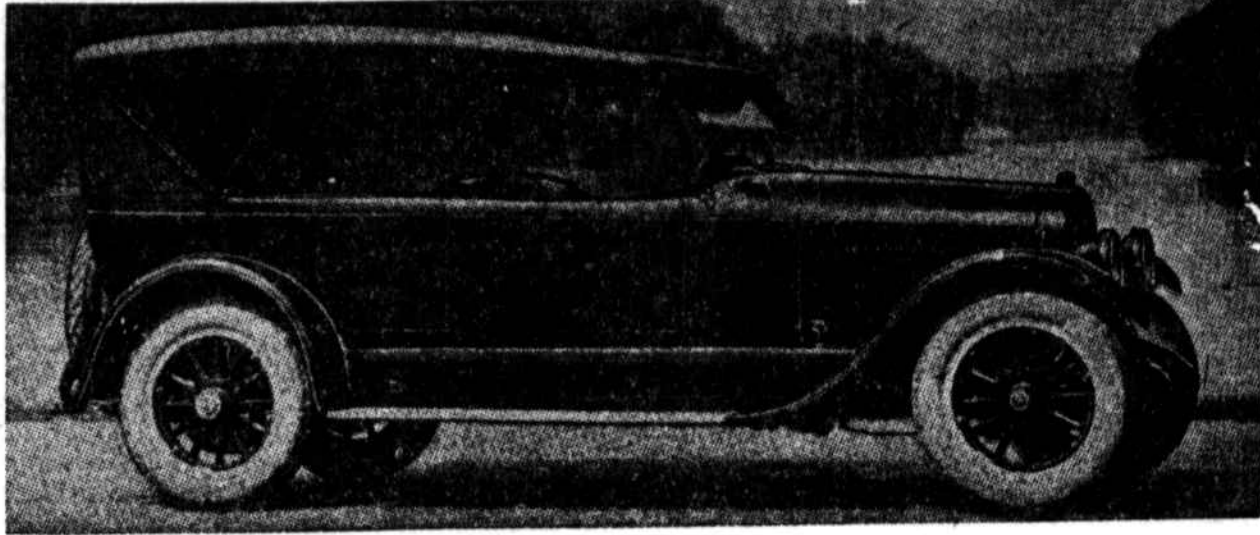
"There is a certain fraternal bond among drivers who drive automobiles," said Dal H. Lewis, acting executive chairman of the A. A. A., "and this fraternal bond could be largely emphasized through a little additional courtesy. Accidents occur at social functions, at theaters, and in fact in every place where the public meets, and courtesy and good breeding prevents the least suspicion of trouble."

"The largest public gathering in the world is that of automobile drivers on the highways of the nation, and certainly the same courtesy that prevails in other walks of life should prevail here. A few softly spoken words when a minor accident does occur would often turn a potential law suit into a life-time friendship for there is nothing that draws such together like a willingness to assume the blame, even when one knows that he is not entirely at fault. I believe that the automobile courtesy campaign now being launched by the A. A. A. in co-operation with the Chicago Automobile Trade Association and the National Automobile Chamber of Commerce will go far toward making the roads and streets of our country safe for both motorist and pedestrian than all the laws that could possibly be evolved."

### MEMBERSHIP MARATHONS INTERESTING MOTORISTS

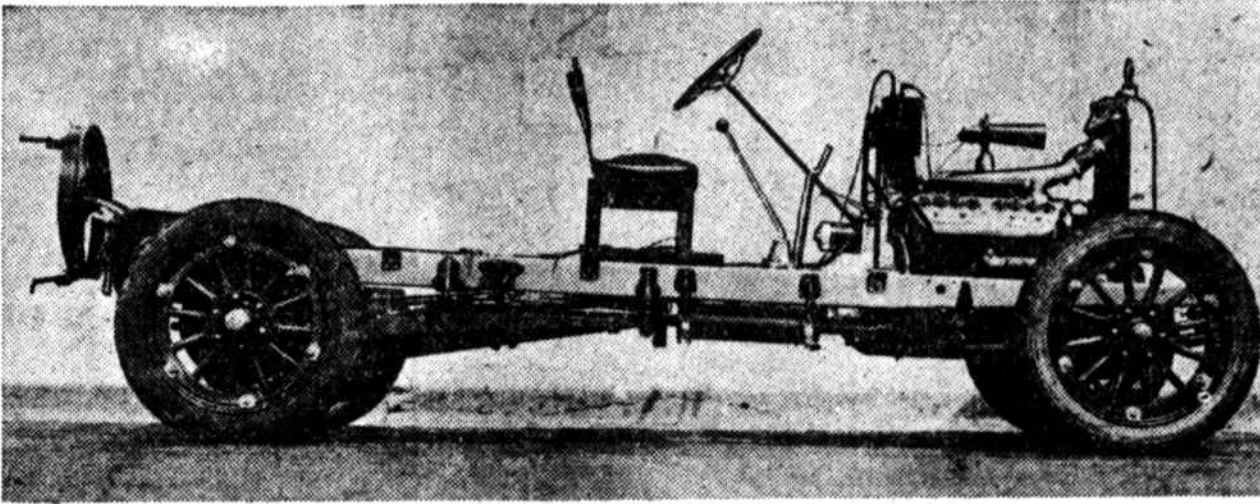
Two membership marathons, now being run by executive officers of four nationally known automobile clubs, are attracting wide attention in motoring circles, due to the novelty of the same, the contests being between the Maryland State and the Keystone (Philadelphia) clubs in one instance and the Automobile Club of New York City and the Cleveland Automobile Club in the other.

## NEW LINCOLN TOURING MODEL SHOWN BY LOCAL FORD DEALERS



The very aspect of this new Lincoln suggests a car of unusual character; a car of unusual comfort, and stamina, and power, and fleetness; and all-round capabilities to cover distance in an unusual way.

## KING "8" CHASSIS SHOWN BY THE POWELL MOTOR COMPANY



The King "8" chassis, stock in every respect and not specially geared for hill climbing, is attracting considerable attention by going up Thirty-fifth street hill in high each day during the period it is being shown here by the Powell Motor Company of 1821 Fourteenth street northwest.

## NEW PEERLESS AUTOS WILL BE EIGHT CYLINDER

Company Spikes Rumor It Will Drop Tried and True Engine.

The new Peerless will be an "eight"—that much has been admitted at the factory in Cleveland during the last week with reference to the new car which R. H. Collins and his associates will announce to the public the last of next week. All during the last several days,

writing men, members of the trade and consumers innumerable have besieged the factory in vain efforts to beat the other fellow in obtaining the first authoritative description of the widely discussed new car.

But, Mr. Collins answer was always the same—"We are going to tell the public all at once, next week to be exact"—until one more aggressive interviewer than the rest said:

"Is the rumor true that you have definitely abandoned the eight cylinder principle in the new models?"

Then, the storm broke in typical Collins fashion. "Rumor—it's a silly falsehood from start to finish. Where did you hear it? Who started it?" he demanded in the same vigorous way in which he always denounces baseless rumor which, because he so frequently does the unexpected thing, has time and again been current about his policies.

"Certainly, we are going to continue the eight cylinder principle," he added. "Why shouldn't we continue it?"

## REO PHAETON NOW PROVIDES REAL COMFORT

Lower and Narrower Lines Provide Style and Engine Is Improved.

"Definitely the new Reo phaeton assumes a commanding position among fine motor cars," says J. B. Trew, of the Trew Motor Company.

"Stylish it is to a high degree, yet with a style designed to the dictates of everyday good taste rather than the conspicuousness of the show room. It is a car exactly suited to the fancy that rebels at the bizarre, but seeks distinguished refinement."

"A study of the new phaeton reveals lower and narrower lines of design; finer upholstery and fitting a range of equipment in keeping with the most advanced requirements. No detail of comfort and convenience has been overlooked in this superb model."

"Motorcar performance begins with the motor. The phaeton is powered by the smooth-running, agile Reo six-cylinder motor. It will attain any sane speed desired, quickly and easily. It will climb the grades and pull through the heavy spots without overheating. And it will keep free from trouble longer than most engines, especially the common troubles due to carbon."

"Good quantities in this new Reo phaeton are more than skin deep. Underneath the handsome exterior is the famous Reo chassis, stoutly made and with an inner extra frame hung several inches lower. In this a suspended the entire Reo power plant, leaving to the main frame the work of mitigating the road shocks that otherwise the motor and other power units would have to bear. That is one reason for the Reo's remarkable ability to hold to the road and its equally well-known reputation as a car that survives hard service."

### ORDERS FOLLOW CUT IN CHEVROLET PRICES

As was expected, the price reductions in Chevrolet cars announced recently by the Barry-Pate Motor Company has stimulated selling, and many orders have been received for cars.

Dave Barry and Lester Pate are highly pleased at the response of the buying public. "We had no trouble getting orders before the price reduction was announced," said Mr. Pate, "and with prices what they are now since the reduction, we expect to do a whole lot of business. The factory is running at 100 per cent production, and from all indications, we expect a shortage of cars later on. This is particularly true of closed jobs. If any one wants sedans or coupes, orders had better be placed as early as possible."

"We have done a wonderful business so far this year, but look to break more records this fall."

### JAPAN NOW PRODUCING HER FIRST AUTOMOBILE

The first practical automobile of Japanese manufacture is being produced at the rate of fifty per month in Osaka. This car, the result of three years' work by an American engineer, is a two-cylinder, three-wheeled vehicle, with an air-cooled motor. It has a maximum speed of thirty miles per hour.

To Remove Headlight Rim. A headlight rim which has become rusted can easily be removed by the use of a strap or belt. Place the belt around the rim, and pass the end through a buckle. When the belt is drawn tight, a sudden pull will loosen the rim without injuring the lens.

## NEE WILL BLAZE TRAIL OVER U. S. FOR SHRINERS

Members Coming Here for Convention Will Know Exact Road Conditions.

Daniel J. Nee, official transcontinental road marker and logger for the American Automobile Association, will blaze a trail across the continent for the Shriner's of America who wish to make the trip to the great convention here next year by automobile. Mr. Nee is having constructed a special car for transcontinental trips, of which he makes a score or more a year, and through the A. A. A. will be able to advise the Shriners of every locality as to exact conditions on all roads leading into Washington.

Mr. Nee will leave San Francisco a month or more before the convention opens here in order that road reports may be sent to every city ending a delegation to the Washington convention. His new car will be mounted on a White chassis and will consist of a special body designed by himself, which, according to Mr. Bee, will contain "all the comforts of home." It will be equipped with special water tanks for crossing desert countries, and will have every facility for camping by the wayside.

Mr. Nee's report will be broadcasted from the national headquarters of the A. A. A. at 1108 Sixteenth street, here.

## LOVE TOURS ON LINCOLN TRAIL TO START SOON

Western Bus Company Is inaugurating Lines Now for Honeymooners.

Honeymoon trips from Cleveland to New York, thence to Niagara Falls, then back home by luxurious char-a-bancs, is the latest innovation planned by the Cleveland-Akron Bus Company. A special trip to Niagara Falls and back as a honeymoon special is to be put in effect at once. In October the company plans putting in a bus line to Florida.

Overland by stage route will now become a reality, as it has for some time past in England, permitting those who cannot afford the big cars for overland tripping to enjoy the Lincoln Highway and the motor routes as well as the more opulent.

According to the tour conductor of this company, bookings may be made over this highway to Philadelphia and New York, with a visit to the battlefield of Gettysburg en route. Trips to all points of interest in these cities will be arranged with the local sight-seeing companies. On the return trip Atlantic City, Baltimore, Washington, Mt. Vernon, Cumberland and Pittsburgh will be taken in. Special arrangements are being planned for passengers' comfort. Safety also has been made a special care and drivers are being selected who have had long experience in similar kinds of work. The cars themselves are roomy and deeply cushioned and big Firestone pneumatic tires are being used and carried as spares.

## NATION'S FIRST CROSS-COUNTRY RACE RECALLED

Two Oldsmobile Machines Made Trip From New York To Portland in 1908.

Now that the Olds Motor Works is approaching the quarter-century mark of continuous automobile manufacture, reminiscences are inevitable in order. Twenty-five years have seen many achievements in the automobile world—in fact, so young is the miracle industry that all of its achievements have been registered in that brief span.

It may be remembered that from the beginning self-propelled vehicles met with skepticism and open opposition. In England, their early operation was permitted only when they were preceded at a safe distance by a man with a bell and a red flag, to warn unwary pedestrians that the destroyer was coming. As recently as 1905, most people thought that the operation of automobiles over country roads would result in frightened horses, numerous run-aways, slaughtered livestock and poultry, wrecked nerves and perturbation generally. So when the Olds Motor Works announced a transcontinental race between two Oldsmobiles, in the early part of 1905, there was a storm of protest. The storm was useless, as it turned out.

### Four Drivers Selected

The mere announcement of the race was enough to stir the blood of every American. There was something epic and wonderful about it. The Olds people were overwhelmed in a flood of volunteer drivers and mechanics, but the selection was finally made of Percy Megargee, of Buffalo, and Dwight B. Hoss, of Detroit, as the drivers; Milton Wigle drove with Hoss and D. Stanchfield was Megargee's mate.

Promptly at 9 o'clock on the morning of June 8, 1905, the two cars left the corner of Broadway and Fifty-ninth street, New York, and the great race was on. Both drivers carried letters to the president of the Lewis & Clark Exposition, and the first to deliver them was to receive a prize of \$1,000; the other driver, if he completed the route, was to receive the car in which the trip was made. All four men were traveling light. Baggage consisted of the clothes on

their backs and a leather jacket apiece; total equipment, including tools, weighed not to exceed 200 pounds. "Old Steady" was shod with Diamond tires, "Old Scout" with Flisks; each car carried but one spare tire.

The tale of the race is told in the telegrams, sent at frequent intervals along the way. These are cherished by the Olds Motor Works at the Lansing plant, and they form reading matter that is intensely interesting. Roy D. Chapin, at that time sales manager for Olds Motor Works, sent the first one from New York that the racers were on their way; after that the racers kept the factory posted.

Hoss won the \$1,000 and high reputation, with abundant fame for the

little seven-horsepower Oldsmobile that had covered the long route so gamely and with so little apparent bad effect. Megargee came into Portland a little over a week behind the winner, but he finished the route, and brought his car in in good shape.

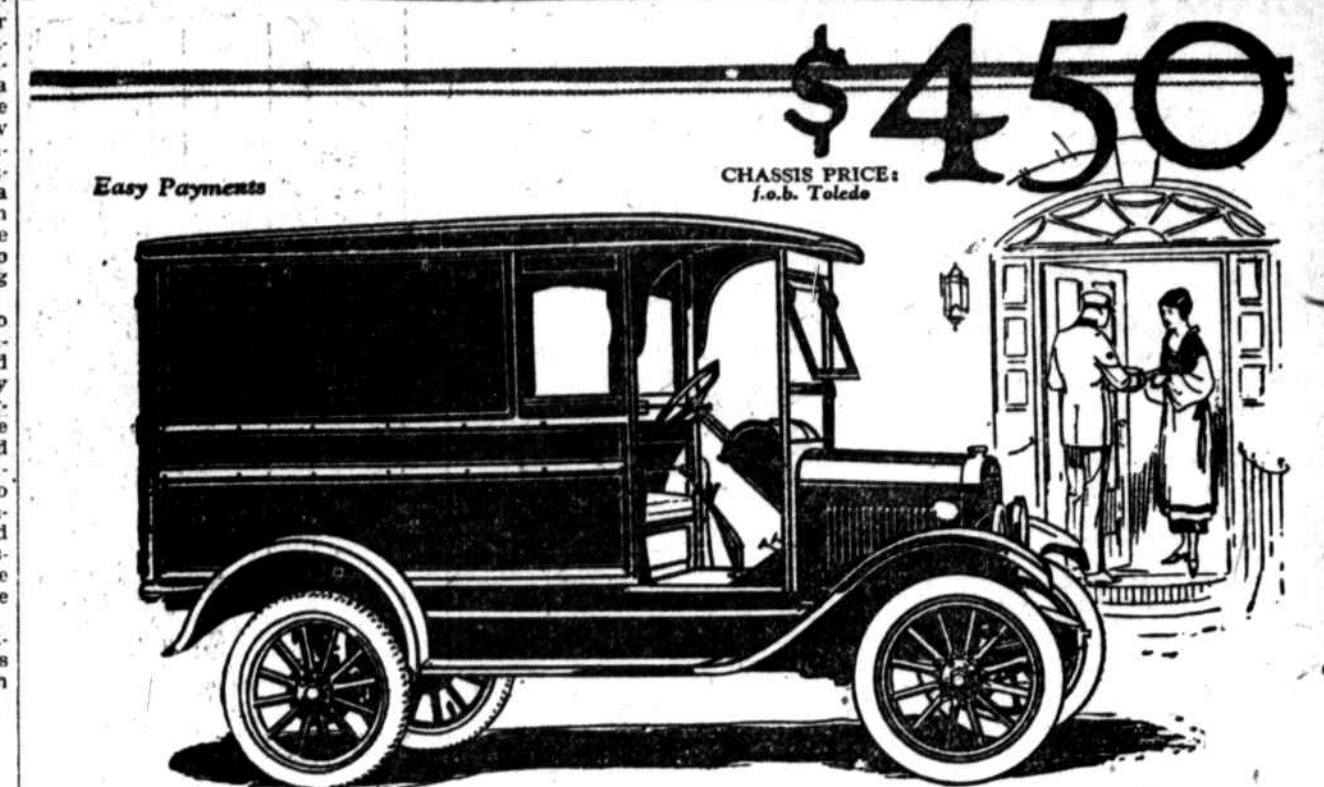
### An American Enterprise.

The continent has been crossed many times since the memorable race of 1905 between the two sturdy little Oldsmobiles. They carried no mudguards and no top; their passengers were exposed to the elements in their vilest moods; they carried no luxuries with them—not much more than a toothbrush for baggage. But they got through. They blazed the way for others and they convinced the skeptics that the automobile was something besides a toy and an experiment. The achievement spoke for itself and for the cars. It was an American enterprise, carried out with the American spirit from the start, and it will always remain one of the outstanding achievements of American motor cars and American drivers.

### NEW TRAFFIC DEVICE OPERATED IN NEW YORK

A new traffic device is operated in New York city, in the form of a standard seven feet six inches in height, which displays red or green lights at night.

In the top of the lamp is placed a bell which automatically rings when the lamp starts to revolve, thus giving an audible signal to traffic every time that it is to stop or go.



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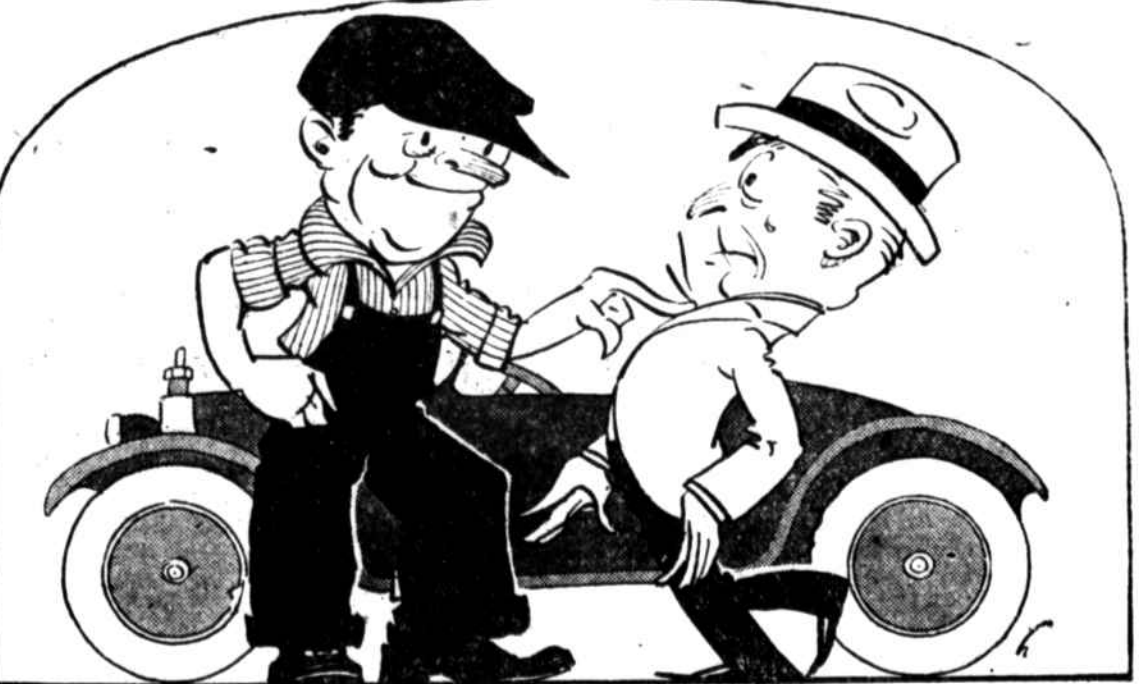
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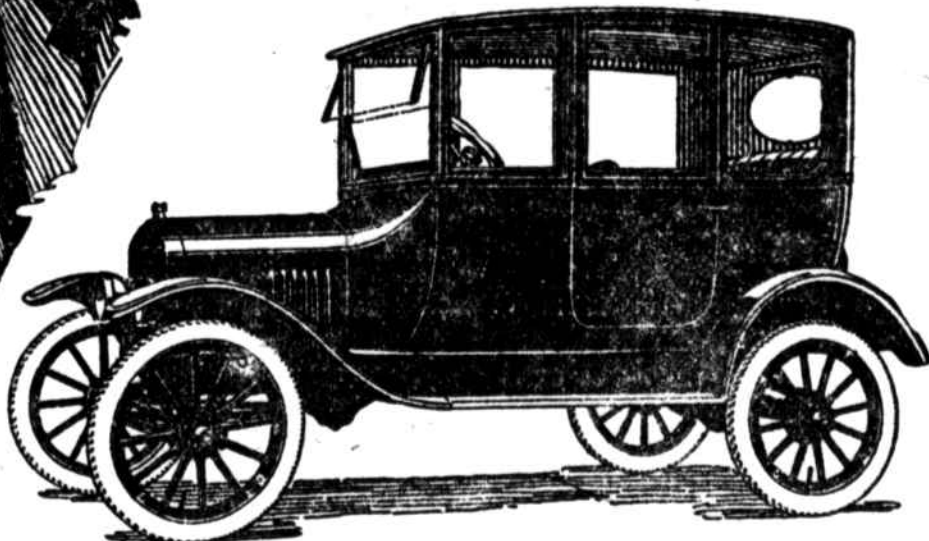
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